

deepest gratitude to those who have selflessly dedicated their lives protecting our freedom. In particular, I want to remember Second Lieutenant Walter Truemper and Lieutenant Colonel William Robert Holstine, both of Aurora, Illinois.

Army Air Force Second Lieutenant and Medal of Honor recipient Truemper was honored this Armed Forces Day with the naming of Walter E. Truemper Lane in Aurora. As navigator of a B-17 bomber during World War II, Truemper was ordered to abandon his plane following German gunfire which killed the copilot. But as the pilot remained alive but immobile, he refused to desert the plane. Unfortunately, after three attempts to land the plane, it fatally crashed.

Lieutenant Colonel Holstine earned several awards for his 29 years of service to the Army and was an avid runner, a military science professor at Wheaton College, and a project manager for the Army Reserve. Lieutenant Colonel Holstine lost his battle with cancer this February. I am privileged to be honoring him and his wife at Kane County's Memorial Day ceremonies next week.

RECESS

The SPEAKER pro tempore (Mr. MESSER). Pursuant to clause 12(a) of rule I, the Chair declares the House in recess subject to the call of the Chair.

Accordingly (at 2 o'clock and 11 minutes p.m.), the House stood in recess.

□ 1600

AFTER RECESS

The recess having expired, the House was called to order by the Speaker pro tempore (Mr. COLLINS of New York) at 4 p.m.

PERMISSION TO FILE SUPPLEMENTAL REPORT ON H.R. 4435

Mrs. WALORSKI. Mr. Speaker, I ask unanimous consent that the Committee on Armed Services be authorized to file a supplemental report on the bill, H.R. 4435.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Indiana?

There was no objection.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, the Chair will postpone further proceedings today on motions to suspend the rules on which a recorded vote or the yeas and nays are ordered, or on which the vote incurs objection under clause 6 of rule XX.

Record votes on postponed questions will be taken later.

AMENDING TITLE 23, UNITED STATES CODE, REGARDING UNITED STATES ROUTE 78 IN MISSISSIPPI

Mr. PETRI. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 4268) to amend title 23, United States Code, with respect to United States Route 78 in Mississippi, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

H. R. 4268

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. UNITED STATES ROUTE 78 IN MISSISSIPPI.

Section 127 of title 23, United States Code, is amended by adding at the end the following:

“(j) UNITED STATES ROUTE 78 IN MISSISSIPPI.—If any segment of United States Route 78 in Mississippi from mile marker 0 to mile marker 113 is designated as part of the Interstate System, no limit established under this section may apply to that segment with respect to the operation of any vehicle that could have legally operated on that segment before such designation.”.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Wisconsin (Mr. PETRI) and the gentleman from Massachusetts (Mr. CAPUANO) each will control 20 minutes.

The Chair recognizes the gentleman from Wisconsin.

GENERAL LEAVE

Mr. PETRI. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and include extraneous material on the bill before us.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Wisconsin?

There was no objection.

Mr. PETRI. Mr. Speaker, I yield myself such time as I may consume.

I rise in support of H.R. 4268, a bill to amend title 23, United States Code, with respect to United States Route 78 in Mississippi, and for other purposes.

H.R. 4268 allows commercial vehicles currently operating on United States Route 78 in Mississippi, between mile marker zero and mile marker 113, to continue to operate after that segment is designated as part of the interstate highway system.

This bill is similar to H.R. 2353, a bill which I sponsored, that provides a similar allowance for commercial vehicles operating currently on Highway 41 in the State of Wisconsin. That bill passed the House by voice vote on July 22, 2013.

I urge all of my colleagues to support H.R. 4268. It allows for commerce to continue in Mississippi in an orderly way. It would not involve any new use of the roads.

The only thing that would change is the designation of the highway from U.S. to interstate. Otherwise, people that had special permits to operate or were operating under State law on the previous highway would continue operating. No new use would be permitted.

I urge my colleagues to support this limited, basically technical piece of legislation.

Mr. Speaker, I reserve the balance of my time.

Mr. CAPUANO. Mr. Speaker, I too rise in support of H.R. 4268. Very simply put, this is a State highway that already has an exemption to the weight limits pursuant to State law. They are changing the State highway into an interstate highway, therefore, requiring us to provide a waiver for this very simple item.

As the gentleman before me said, it is a noncontroversial item, but it is a necessary step that we take.

Mr. Speaker, I reserve the balance of my time.

Mr. PETRI. Mr. Speaker, I yield such time as he may consume to my colleague from Mississippi (Mr. NUNNELEE).

Mr. NUNNELEE. Mr. Speaker, I thank the gentleman from Wisconsin for yielding. I too rise in support of H.R. 4268.

In Mississippi, U.S. Highway 78 cuts diagonally through the foothills of the Appalachians to Memphis. This is the highway that our most famous native son, Elvis Presley, took as he made his way from his hometown and my hometown of Tupelo, Mississippi, to find his way to Sun Studio in Memphis.

While there were others whose careers may not nearly have been so visible, they made the same road. People came home from World War II, and they felt their only option in Mississippi was to leave to find a better way of life for their families, so they made their way to Memphis and then north.

For the three decades following the end of World War II, they settled in and around the Great Lakes. There were small towns in Illinois and Wisconsin that had neighborhoods literally dotted with families from Mississippi, neighborhoods in Waukegan and Zion, Aurora and Kenosha and Racine; and you go on the streets, and you find people from Baldwin and Marietta, Mantachie and Booneville.

In recent years, we have had a renaissance of advanced manufacturing in Mississippi. This growth has been driven by regional cooperation among our local leaders, tough decisions that were made at the State level, but it has been primarily driven by the strong work ethic of those same people from Appalachia.

In fact, a few months ago, I was visiting in one of the advanced manufacturing facilities involved in automobile manufacturing parts, talking to a man in Mantachie. He smiled, and he said: The great news about this job is I got to come home.

In order to accommodate all this new growth, we found it important to upgrade U.S. Highway 78 and make it Interstate 22. A lot of work has been done by Federal, State, and local stakeholders.

We are about ready to make that transition, but there is one more